

United States Department of the Interior  
National Park Service

# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

## 1. Name of Property

historic name: Point of Rocks Historic Transportation Corridor

other name/site number: 24MN133/24MN164

## 2. Location

street & number: Two miles west of Alberton

not for publication: na  
vicinity: X

city/town: Alberton

state: Montana code: MT county: Mineral code: 061 zip code: 59820

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets    does not meet the National Register Criteria. I recommend that this property be considered significant    nationally    statewide X locally.

Signature of certifying official/Title

Date

Montana State Historic Preservation Office

State or Federal agency or bureau

(    See continuation sheet for additional comments.)

In my opinion, the property    meets    does not meet the National Register criteria.

Signature of commenting or other official

Date

State or Federal agency and bureau

## 4. National Park Service Certification

I, hereby certify that this property is:

Signature of the Keeper

Date of Action

   entered in the National Register

   see continuation sheet

   determined eligible for the National Register

   see continuation sheet

   determined not eligible for the National Register

   see continuation sheet

   removed from the National Register

   see continuation sheet

   other (explain):

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## 5. Classification

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<b>Ownership of Property:</b>	Public - State	<b>Number of Resources within Property</b>	
		Contributing	Noncontributing
<b>Category of Property:</b>	District	—	— building(s)
<b>Number of contributing resources previously listed in the National Register:</b>	na	—	— sites
		<u>2</u>	<u>1</u> structures
		—	— objects
<b>Name of related multiple property listing:</b>	na	<u>2</u>	<u>1</u> TOTAL

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## 6. Function or Use

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<b>Historic Functions:</b>	<b>Current Functions:</b>
TRANSPORTATION/Road-related	VACANT/NOT IN USE
TRANSPORTATION/Rail-related	VACANT/NOT IN USE

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## 7. Description

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<b>Architectural Classification:</b>	N/A	<b>Materials:</b>	N/A
		foundation:	
		walls:	
		roof:	
		other:	

## Narrative Description

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Following an aboriginal trail, the Point of Rocks Historic Transportation Corridor consists of two linear features, a segment of the Mullan Military Road (24MN133) and an abandoned segment of the Milwaukee Road Railroad (24MN164), that wind their way along and above the north side of the Clark Fork River about two miles west of Alberton. Because these segments required the use of explosives to construct through the Precambrian rocks of the canyon, they still retain many of the features associated with road-building activity. The segments are located in the Bitterroot range of the Rocky Mountains. They are generally oriented east and west along the river at altitudes ranging from 2,995-feet to 3,120 feet near the head of the Alberton Gorge on the north side of the Clark Fork about two miles west of Alberton, Montana. The geology of the segments consists primarily of Precambrian argillite mudstones with some metamorphic and limestone intrusions. The mudstones are Precambrian formations (belt rock) deposited about 600 million years ago. During the last ice age about 15,000 years ago, an enormous glacier pushed down from British Columbia and blocked the Clark Fork in northern Idaho. The glacier functioned as an ice dam creating the largest glacial lake known to have existed in North America, Glacial Lake Missoula, which inundated this portion of the Clark Fork basin. For a period of approximately 2,000 years, ice dams formed and water backed up behind them forming lakes comparable in size to Lakes Erie and Ontario. Eventually the dams broke, causing floods of epic proportions to scour and inundate eastern and central Washington. Those floods also scoured the mountains of western Montana and the exposed Precambrian formations at the Point of Rocks segments are obvious examples of that cyclical process that last took place 13,500 years ago. Evidence for Glacial Lake Missoula can also be found at the western terminus of the linear feature where the railroad grade cuts through deep sedimentary deposits laid down by the lake over thirteen millennia ago.<sup>1</sup>

(see continuation sheet)

## 8. Statement of Significance

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Applicable National Register Criteria:	A, B, C	Areas of Significance:	Transportation Engineering Exploration/Settlement
Criteria Considerations (Exceptions):		Period(s) of Significance:	1860 – 1917
Significant Person(s):	John Mullan	Significant Dates:	1860, 1879, 1908, 1936
Cultural Affiliation:		Architect/Builder:	John Mullan (1860s) Winston Brothers (1908)

## Narrative Statement of Significance

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The Point of Rocks Historic Transportation Corridor can be listed on the National Register of Historic Places under Criteria A as a significant component of an historic travel corridor in western Montana and the Pacific Northwest. The Mullan Road was a important pioneer interstate highway in the Pacific Northwest and northern Rocky Mountains. The road was financed, surveyed and constructed by an appropriation from the U.S. Army to facilitate the movement of troops, equipment and supplies between the head of navigation on the Missouri River and Fort Walla Walla in Washington Territory, the head of navigation on the Columbia River. The Mullan Road was the first road designed by an engineer in the region and the first “Federal Aid” highway in Montana. The outbreak of the Civil War, however, abruptly ended the U.S. Government's role in the maintenance of the Mullan Road. It then functioned as an important emigrant and supply road during the Montana gold rush of the early 1860s. The Mullan Road was also the first road to be declared a public highway by the Montana territorial legislature in 1872. Under orders from General William T. Sherman, the military “improved” the Point of Rocks segment in 1879. This segment of the Mullan Road is well-documented in the historical record and retains many features constructed by Mullan and his work crew in the early 1860s. It was bypassed in the early 20th century and isolated by the construction of the Milwaukee Road Railroad in 1908, thus preserving its integrity, while also incorporating good examples of early 20<sup>th</sup> century road design principles into the bypass segments built by the railroad. The construction of US Highway 10 in 1934 further isolated the segment as did the completion of Interstate 90 in 1963.

The Milwaukee Road completed its line through Montana in 1909; it was the third and last transcontinental railroad to cross the state. The Milwaukee Road significantly changed the socio-economic landscape of Mineral County by allowing the exploitation of its natural resources and by incorporating its residents into the national economy. Like other railroads in Montana, it deposited towns in its wake, including nearby Albion (a division point) and Cyr to the west of the segment. The Point of Rocks segment was also a component of the railroad's famed *Olympic Hiawatha* passenger train. The railroad caused significant changes in the transportation patterns of the county by rerouting old county road segments and by making residents reliant on rail service in this rugged area. The Mullan Road and Milwaukee Road segments are also important components of an historic travel corridor along the Clark Fork in western Montana. From a point on the abandoned railroad grade, one can look out over the Mullan Road, two transcontinental railroads, the Yellowstone Trail, US Highway 10, and Interstate 90 – a cross section of Montana's transportation history from 1860 to the present.

(see continuation sheet)

Point of Rocks Historic Transportation Corridor  
Name of Property

Mineral County, Montana  
County and State

## 9. Major Bibliographic References

See continuation sheet

### Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67) has been requested.  
☐ previously listed in the National Register  
☐ previously determined eligible by the National Register  
☐ designated a National Historic Landmark  
☐ recorded by Historic American Buildings Survey # \_\_\_\_\_  
☐ recorded by Historic American Engineering Record # \_\_\_\_\_

### Primary Location of Additional Data:

☒ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other -- Specify Repository:

## 10. Geographical Data

**Acreage of Property:** 55 acres

UTM References:	Zone	Easting	Northing
A	11	686100/5209780	
B	11	686504/5209543	
C	11	686086/5208844	
D	11	685560/5208460	
E	11	685947/5208451	

**Legal Location (Township, Range & Section(s)):** Sections 31 and 32 of Township 15N, Range 23 West and Section 6, Township 14 North, Range 23 West

### Verbal Boundary Description

The Point of Rocks Segment begins at UTM 11: 687215/5210041 (NW¼ SW¼ of Section 32, T15N, R23W) and proceeds westerly and northwesterly to UTM 686086/5208844 (NW¼ NE¼ of Section 6, T14N, R23W) and the southwesterly to UTM 685560/5208460 (SE¼ NW¼ of Section 6, T14N, R23W) where it intersects the abandoned Milwaukee Road Railroad Grade. From there it proceeds northeasterly to the starting point of the segment.

### Boundary Justification

The boundary is drawn, based on the existing alignments of the Mullan Road and Milwaukee Road Railroad segments and the Right-of-Way on either side of it for a distance of 60-feet. The boundary allows the property to retain its historic setting.

## 11. Form Prepared By

name/title:	Jon Axline/Historian	date:	March 5, 2009
organization:	Montana Department of Transportation	telephone:	(406) 444-6258
street & number:	2701 Prospect Avenue	zip code:	59620-1001
city or town:	Helena	state:	MT

### Property Owner

name/title:	Montana Department of Transportation	telephone:	(406) 444-6200
street & number:	2701 Prospect Avenue	zip code:	59620-1001
city or town:	Helena	state:	MT

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Vegetation consists of Ponderosa and Lodge pole pine with snowberry, forbs, shrubs, wheatgrasses, sedges, and patches of spotted knapweed and other weeds. In August 2005, a forest fire swept through the area, destroying much of the large vegetation. By the Autumn of 2006, grasses had re-vegetated much of the site and the MDT planted Ponderosa and Lodge pole pine saplings throughout the area devastated by the fire. The segments are located about 250± feet above the Clark Fork River in a narrow canyon just west of the community of Alberton. The canyon is also the location of the Burlington Northern –Santa Fe Railroad (formerly the Northern Pacific Railway) on the south side of the Clark Fork, a segment of U.S. Highway 10 now used as a frontage road, Interstate 90 and abandoned fragments of the Yellowstone Trail.

The Point of Rocks Historic Transportation Corridor begins where the Mullan Road intersects the abandoned Milwaukee Road Railroad grade about 4,000± feet west of West Mountain Gulch Road. The entry to the Corridor is marked by an interpretive marker describing the history and significance of the Mullan Road and the abandoned railroad grade. The Mullan Road winds its way along the hillside through the rocks above and north of the abandoned railroad grade. The following narrative description is divided into five sections. Sections 1-4 discuss individual segments of the historic road and the 1908 detour built by the railroad; Section 5 discusses the abandoned Milwaukee Road Railroad grade. Features within the Point of Rocks Historic Transportation Corridor include the remains of one homestead and associated can dump, stone retaining walls, and a tunnel. The attached GPS-generated map shows the location of each Mullan Road segment and the abandoned railroad grade. The photographs are keyed to the approximate locations of physical features associated with the roads.

**The Mullan Road** (Sections 1, 2, 3, and 4 are counted as one contributing structure).

**Section 1 (Point A)**

The Point of Rocks Segment of the Mullan Road begins at the intersection with the abandoned Milwaukee Road Railroad grade about 4,000± feet southwest of West Mountain Gulch Road in the NW¼ NE¼ SW¼ of Section 32, T15N, R23W [11:687216/5210041](Point A/photo 1). The entire length of this segment is approximately 3,150± feet. It proceeds southwesterly for 1,000± feet and then north-northwesterly for 200± feet up a roughly 30 percent grade to the top of a ridge. The roadway is generally 8-12± feet wide throughout. The segment winds its way along the mountain, following a fairly steep upward grade. This segment consists of original Mullan Road alignment and was later used as the Yellowstone Trail and the local postal route. Despite this, however, the width of the roadway is consistent with the 10-foot wide surface designed and engineered by Mullan in 1860 (photos 2-5). The remains of the Ross Moore Home Site (24MN266) and a can dump associated with the 1950s occupation of the home site are located adjacent to the roadway on the southeast in the SW¼ NW¼ SW¼ of Section 32, T15N, R23W.<sup>2</sup> In the SW¼ NW¼ SW¼ of Section 32, the roadway is cut through argillite mudstone [11:686591/5209251] about 200± feet southwest of the Moore home site. The cut is 60-feet long and 10-feet wide.

From the Moore home site (Photos 6-8), the road proceeds southwesterly down the mountainside then to the south to avoid a swampy area adjacent to the railroad grade that once extended down to the river. The road proceeds in a southwesterly direction until it deviates to southwesterly to the point where it intersects the section built by the Milwaukee Road in 1908 [11:686479/5209012]. The road width for this segment averages 14.6± feet in width.

**Section Two (Point B)**

Section 2 is approximately 900-feet in length. This section consists of a segment of the Mullan Road abandoned when the Milwaukee Road Railroad reconstructed a segment of the road to avoid the railroad bed in 1908. The roadway continues

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down the slope southerly from Point B for approximately 350-feet to the railroad grade. Although a great deal of the Mullan Road has been obliterated by the construction of the railroad's bypass, much of it is clearly discernable. The Mullan Road angles to the northwest for about 400-feet just west of the eastern terminus of the Milwaukee Road section [11:686292/5208889](Photo 9). A rock cut constructed by Mullan crews in the Spring of 1860 is located in this section [11:686478/5209011](Photos 17-19). The cut is through an outcrop of limestone. It measures 7-feet wide at road level and 8.5-feet across the crest of the cut; it is 47-feet in length. The historical record indicates that black powder was used by Mullan's men to carve a route through the rock. The rubble was thrown off to the sides rather than removed completely from the site (this same method is representative of the Mullan-built sections of the road and was also used on a segment of the Bozeman Trail at Virginia City [24MA267] in about 1864 or 1865 when that road was constructed). The road proceeds westerly from the cut then makes a sharp turn to the north to reconnect with the original alignment [11: 686281/5208940]. The roadway throughout, although somewhat deteriorated, indicates a road width of 10± feet (Photos 10-12).

### Section Three (Point C)

This section consists of a 600± foot segment of vehicular roadway constructed by the Milwaukee Road Railroad in 1908 (Photo 13). When the Winston Brothers company constructed the railroad grade, it cut off segments of the Mullan Road that dipped south toward the Clark Fork. Because the road then served as a postal route and a county road, the contractor provided a new connection to keep the road in service. The segment is generally oriented northeast to southwest and averages approximately 10-feet in width, although there are some sections that are significantly narrower. The road passes through a narrow rock cut (Photos 14-15) that was blasted out of the rock with black powder (a rusted metal powder keg was located adjacent to the road on the south at the mouth of the cut until 2005). As the road travels to the southwest, it passes through another narrow rock cut. The cut was also blasted out the rock with black powder and is 12± feet wide and 25-feet in length. The cut still retains evidence of boring where the powder charges were placed. The road then proceeds in a southeasterly direction (Photo 16). The roadway here is 12± feet wide and 27± feet in length. Throughout this 600-foot segment, the roadway is about 10-feet wide and is delineated by rock spoil piles on both sides of the roadway. The Milwaukee Road bypass segment rejoins with the original Mullan Road alignment at the termination of this section [11: 686281/5208940] (Photo 20/Point D).

### Section Four (Point D)

This segment is located entirely within Section 6, T14N, R23W and includes the Point of Rocks geologic feature. This segment is roughly 3,300± feet in length and passes to the north of the Point of Rocks geological feature that gave the segment its name (Photos 21-24). From the Point of Rocks the road proceeds southwesterly to where it connects with the Milwaukee Road Railroad Grade [11: 685522/5208425]. The roadway is generally 7-10 feet wide through this section. Much of this section is bracketed by stone retaining walls – some probably built by Mullan in the 1860s and others by General Sherman in 1877 (Photo 20). About 1,100 feet of the road proceeds downward to the southwest at a steep 45°± angle (Photos 25-28). This segment required the double-teaming of wagons heading down the slope as late as 1877 when General William Tecumseh Sherman noted this segment of the Mullan Road in his journals. At the bottom of the slope, the roadway continues further on a relatively level grade for about 800-feet before descending to the railroad grade. The Point of Rocks segment ends about 1,200-feet west of Tunnel 18 [11: 685522/5208425].

### The Milwaukee Road Railroad (one contributing structure)

#### **Section 5**

The abandoned Milwaukee Road Railroad grade segment is approximately 8,052-feet in length (Photos 33-37). Beginning at the intersection of with the terminus of Section 1 of the Mullan Road [11: 686965/5209692], it proceeds southwesterly

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along the base of Ninemile Divide about 25 to 100 feet above and north of the existing westbound Interstate 90 grade. The grade rises gently to the northwest on a 2° grade. The abandoned grade averages 26-feet in width and passes through a series of cut and fill sections on this segment. The material removed from the cut segments was utilized by the contractor for the fill sections. The grade's alignment is generally straight, but curves around the mountains to the terminus of the segment where a fence crosses the grade delineating DNRC ownership of the grade [11: 685322/5208386]. The portion west of this location is not included in this nomination. All appurtenances associated with the operation of the line when it was electrified were removed shortly after 1960. The tracks, ballast, ties, tie plates, signals, etc. were removed by the railroad beginning in 1980.

**The Ross Moore home site and can dump (24MN266)** (one non-contributing site)

This site is the remains of a 1932 to 1961 occupation. It is located adjacent to and southeast of the Mullan Road in Section 32, T15N, R23W [11: 686608/5209413]. The site was determined ineligible for the National Register of Historic Places.<sup>3</sup> Because the Ross Moore home site was not present during the period of significance and is not associated with either the Mullan Road or the Milwaukee Road, it is counted as a non-contributing resource.

**Retaining Walls** (six contributing structures)

The retaining walls are associated with the construction of both the Mullan Road and the Milwaukee Road bypass in 1908. Section 3 contains four stone retaining walls of dry-laid argillite stone placed horizontally along the tangent of the roadway. The walls were constructed by a sub-contractor employed by Waist Brothers, the primary contractor for the construction of the railroad line. The retaining walls vary in length from six to 75-feet in length and 4.5 to 15-feet deep (photo 16).

Section 4 contains two retaining walls. The two retaining walls vary from 80 to 145 feet in length and 2 to 10 feet deep. The 145-foot retaining wall dates to either the 1860s or the 1879 improvement made by the US Army. The retaining walls in this section are distinct from those in Section 3. Instead of hand-placed mudstone stone laid flat in a regular pattern, the Section 4 walls appear to have been pushed to the sides of the road and do not display any discernable pattern. No care appears to have been taken in their construction in the interests of expediency and speed.

**Tunnel** (one contributing structure)

Tunnel No. 18 [11: 686927/5208445] opens to the east and west and is oriented along the tangent of the abandoned grade (Photos 29-32). It is 252-feet in length and 20-feet wide with an overhead clearance of 20'2". The tunnel was constructed in 1908 and reconstructed in 1936. The western 126-feet of the tunnel was supported by exposed timber cribbing, while the eastern 126-feet was sheathed with reinforced concrete with a concrete portal on the east; the concrete section represents the portion of the tunnel reconstructed in 1936. The concrete was poured on the inside of the original timber cribbing, which is visible behind the concrete. The portal has a rounded opening with a corniced lintel. Retaining walls flanking the portal are comprised of mudstone with concrete mortar. The builders stamped "1936" on the right side of the portal with "18" stamped into the concrete on the right side of the portal near the top of the opening. The west portal of the tunnel is not faced with concrete. The original ballast for the railroad grade was still located on the grade within the tunnel (the western 126-feet is now under approximately 5-feet of rock debris that fell from the roof in 2005). The August 2005 fire, however, significantly damaged the tunnel. The intense heat destroyed the timber cribbing on the western end of the tunnel and caused severe spalling and cracking on the concrete section. The fire within the tunnel and atop the Point of Rocks contributed to great segments of the tunnel's roof collapsing onto the grade on the section not lined with concrete.

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Indeed, the rock fall is approximately 5-6 feet deep throughout and the tunnel is no longer safe for pedestrian access. The MDT closed the tunnel to pedestrian and vehicular traffic in October 2005 and fenced off both ends with a high chain link fence.

### **Integrity of the Point of Rocks Historic Corridor**

The Mullan Road for a 175-mile distance between Lake Coeur d'Alene and the Missoula Valley took nine months to construct and consisted of substantial pick and shovel work, including the use of explosives to blast the road through the Precambrian mudstones and dolomite common to the region. As a result, the construction left a permanent mark through northern Idaho and northwestern Montana that is still quite distinguishable into the 21<sup>st</sup> century. The Mullan Road provided the primary route through Mineral County until the construction of US Highway 10 beginning in the 1920s. Because of that, the county improved sections of the road and just maintained others. The road through the Point of Rocks Section was improved in a few sections, but largely just maintained by the county. Consequently, its original route through the section is intact with features associated with its construction in 1860 and improvements made by Mullan until 1863 still identifiable. The road, therefore, provides an excellent example of the methods used to construct it and is representative of mid-19<sup>th</sup> century engineering standards for wagon roads. Segments of the road in the corridor, moreover, were bypassed by the Milwaukee Road Railroad when it constructed its line through the area in 1908. Those segments contain features, such as dry-laid retaining walls and more extensive rock cuts, than are present on the Mullan Road. Both roads, however, compliment each other and display differences in road construction standards. The Milwaukee Road segment also bypassed Mullan Road segments which served to preserve them in their original state. The abandoned Milwaukee Road Railroad, like the Mullan Road, exhibits extensive blasting and cut and fill sections along its length. It adheres to early 20<sup>th</sup> century railroad standards and has not been altered by any modifications made to the bed or, with the exception of Tunnel 18, to features associated with it. Tunnel 18 was damaged by a forest fire in 2005, but the original portals and interior dimensions are still intact. The western quarter of the tunnel, however, has been partially filled by rock fall from the roof of the structure caused by the fire.



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The Point of Rocks segment of the Mullan Road is also eligible for the National Register of Historic Places under Criterion B for its association with Captain John Mullan. A graduate of West Point, Mullan was one of Washington governor Isaac Stevens's chief assistants in surveying a route for a northern transcontinental railroad beginning in 1853. It was during his association with Stevens that Mullan developed a plan to construct a wagon road between Forts Walla Walla and Benton to facilitate the movement of troops from the steamboat port to the Pacific Northwest. Although not utilized in the way Mullan intended, the road had a significant impact on the settlement of western Montana after gold was discovered at Alder Gulch in 1863 and in Last Chance Gulch in 1864. Mullan designed the Point of Rocks segment and personally supervised its construction in 1860. The Northern Pacific Railway recognized Mullan's significance to the development of Montana when it invited him to participate in its last spike ceremony on September 8, 1883. Mullan was the on-site engineer of this segment and personally supervised its construction.

Finally, the Point of Rocks Segment of the Mullan Road is eligible for the National Register of Historic Places under Criterion C. Much of the original alignment of the Mullan Road is little changed from when it was constructed and improved from 1860 to 1862. It reflects mid-19<sup>th</sup> century engineering standards based on the rugged nature of the terrain it traversed and the requirement that it accommodate wagon traffic. Rock cuts associated with the original road as well as grades and alignment represent Mullan's efforts to design a roadway that would allow its use not only by the military, but by emigrants as well in the most efficient manner possible. The Milwaukee Road Railroad bypassed segments of the Mullan Road (by then a county-maintained facility) when it constructed its transcontinental line through the area. These segments also retain integrity of design (alignment and grade), materials, workmanship (hand-laid rock retaining walls and rock cuts), and feeling. Despite the proximity of Interstate 90, it does not visually intrude on the site and it appears much as it did when abandoned in 1917.

## Historical Background

The area encompassing the Point of Rocks Segment of the Mullan Road and the abandoned Milwaukee Road grade were within the aboriginal territory of the Salish Indians. Evidence suggests that the Mullan Road may have followed an aboriginal trail along the north side of the Clark Fork River. Indeed, the lieutenant had hired three Indian guides to assist him in identifying a route for the wagon road. They were Gabriel Prudhomme, a mixed blood Indian who had guided Father Pierre-Jean DeSmet through the area and Aeneas, an Iroquois who had been involved in the fur trade and who was living with the Salish in the Bitterroot Valley. A third man, Bassile, was only retained in the area around Lake Coeur d'Alene. An isolated chert flake was found within the road prism by the MDT archaeologist in 1999. Mullan's 1863 report to Congress indicates that there was some contact between the Mullan and his men and the Salish Indians in the general area of this road segment and that he enjoyed a cordial relationship with the tribe in the 1850s and early 1860s.<sup>4</sup>

The idea of a wagon road between the head of navigation on the Missouri River and the Pacific Northwest had its genesis in the winter of 1853, when Isaac Stevens instructed Lieutenant John Mullan to seek "routes practicable for a . . . wagon road" across the northern Rocky Mountains. Born in Norfolk, Virginia in July 1830, Mullan obtained an appointment to West Point in 1848 after petitioning President James Polk in his office. Upon graduating from the academy in 1852, the US Army assigned Mullan first to the topographical engineers and then to the artillery. In 1853, the Army detailed the young first lieutenant to Stevens to aid in the survey for a northern transcontinental railroad route. Over the next two years, however, Mullan seems to have concentrated more on locating a wagon road than a railroad. Although a strong promoter of the idea of the railroad as a transmitter of civilization, he was just as sure of the civilizing benefits of an engineered wagon road. Mullan's beliefs dovetailed nicely with the U.S. Army's plan for the construction of a military road between

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Nebraska and Oregon. Captain Andrew Humphreys of the U.S. Army's Office of Exploration and Surveys ordered Mullan to construct the road across the northern Rocky Mountains in March 1858 shortly after he returned to the Pacific Northwest after two years fighting the Seminole Indians in Florida. Work on the road, however, was delayed by an uprising of the Coeur d'Alene, Spokane and Palouse Indians who were angry at the continued incursion of Euro-American miners into their eastern Washington hunting grounds and because, they believed, the proposed military road would only aggravate an already bad situation for them. Mullan commanded a contingent of Nez Perce scouts at the Battle of Four Lakes in the summer of 1858. It wasn't until March 3, 1859, that now-Congressman Isaac Stevens and John Mullan successfully petitioned Congress for \$100,000 to finance a 624-mile road between Fort Walla Walla, Washington and Fort Benton, a steamboat port on the upper Missouri River. Described by Colonel George Wright, Mullan had a "large, firmly molded mouth . . . straight nose . . . deep blue eyes . . . and an unusually broad and high perpendicular forehead crowned with very dark, thick hair disposed to curl at the end." He was also described as having a warm, cheerful nature, and plenty of courage, but being rather on the short side. But in regards to his determination to building a wagon road between the headwaters of the Columbia and Missouri rivers, he was depicted as a monomaniac who "imagines everybody who is not in favor of his road to be against it." The conflict with the Indians in eastern Washington in 1855-1856 and 1858 and the continued stand-off between the United States and Great Britain over the San Juan islands in Puget Sound vindicated Stevens' and Mullan's argument for the establishment of a military road to facilitate the movement of troops and supplies from Fort Benton to eastern Washington in the event of further conflict with the Pacific Northwest's aboriginal inhabitants or the British.<sup>5</sup>

Work on the Mullan Road began on July 1, 1859 when Mullan's 230-man detachment (including 40 soldiers) left Fort Walla Walla for the Cataldo Mission near Coeur d'Alene. Mullan attempted to use existing aboriginal trails as much as possible, but the difficult terrain made the construction of new road segments a necessity. Because of the terrain at Lake Coeur d'Alene and in the Bitterroot Mountains, the expedition did not cross over the divide into Montana until early December 1859. Harsh weather conditions soon forced construction on the road to cease for the season and Mullan established a primitive encampment, Cantonment Jordan, in the St. Regis Borgia Valley near present Henderson, Montana on December 5th. By that time, Mullan's work crews had completed a little less than half of the 624 mile road.<sup>6</sup>

Work resumed on the road in mid-March 1860. By late April 1860, the company reached a mountain spur that extended down to the edge of the Clark Fork, making a road along the river bank impossible. Mullan later stated that "in order to obtain the practicable elevation on account of the abrupt rocky face of the spurs, I carried the line up a ravine, until gaining 1,000 feet; I wound around the mountain sides, making the re-entering angles by gentle curves, until the entire six miles was completed."<sup>7</sup>

Called the Big Side Cut and Point of Rocks segments in Mullan's report to Congress, he detailed 150 men to work on the six mile long detour across the mountain sides. Construction on the segments began on May 1, 1860 and continued for the next six weeks. Because of the rocks along the planned route, the work crew was forced to blast passages through some of the outcrops to maintain Mullan's "gentle curves." A premature explosion in one rock cut partially blinded one man and stunned another. This arduous segment of the road proved the most difficult to construct for the small work detail. Although Mullan later claimed in report to Congress that the cuts along this segment of the road were between fifteen to twenty feet wide. The rock cuts, in fact, average about 14-feet in width. Randall Hewitt reported in 1862 "not an inch more rock was removed than apparently necessary" and the cuts were so narrow that one could not walk next to a wagon passing through them.<sup>8</sup>

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From the Point of Rocks eastward, however, construction of the road progressed rapidly as Mullan utilized well-worn aboriginal trails. By July 1, they had crossed the Blackfoot River and reached the Dearborn River. On August 1, 1860, the expedition arrived in Fort Benton. Upon their arrival they were met by a detachment from Captain William F. Raynold's expedition who were detailed to travel over the newly completed road to Fort Walla Walla. Consequently, Mullan organized a second work party to backtrack over the road in advance of the company to repair damaged bridges and improve the roadway.<sup>9</sup>

Led by Major George Blake, the 292-man military contingent left Fort Benton for Fort Walla Walla on August 5, 1860. With Mullan's 25-man crew working in advance of the expedition, it traversed the road to Walla Walla in 57 days. Lieutenant August Kautz later described the "Point of Rocks" segment of the Mullan Road: "Our road lay back from the river over a spur for three miles, when we came upon the river again. There were three or four difficult hills for the oxen." The Blake Expedition proved the only instance where the military used the road for the purpose in which it was intended - to facilitate the movement of troops between the head of navigation on the Missouri River to the Pacific Northwest. Despite Mullan's best efforts, the western section of the road rapidly deteriorated from disuse and bad weather. In 1947, historian Alton B. Oviatt wrote,

[M]ost of those who made the journey via the Mullan Road did so by virtue of necessity or misguided selection – not by choice. It had been constructed, primarily, as a military precaution, with inadequate appropriations, time and equipment. Consequently, the line of least resistance had to be followed at all times. Work was done only where nature steadfastly refused to yield passage without human stimulation, and then, only grudgingly.

The road was never used in a military capacity again. The road did, however, become an important pack trail, carrying supplies between Portland, Oregon and the Missoula and Bitterroot valleys.<sup>10</sup>

Mullan continued to make improvements to his road until 1862, when the federal government withdrew its financial support of it because of the more immediate demands of the Civil War. That year, newly-appointed judge Christopher C. Hewitt led a party from Fort Hall to Spokane, Washington over a portion of the Mullan Road. His nephew, Randall Hewitt, published his account of the journey in 1906. In it, he described the Point of Rocks segment on September 10, 1862:

Soon after our march began this morning the trail passed through a strip of pine forest and over a smooth level road until the foot of the mountains was reached; then we entered the Bitter Root range in earnest, and the road led a very winding zigzag course, rough, rocky and in places exceedingly steep. The spurs and peaks of the mountains were thrown up in the utmost confusion, and it seemed as though the trail avoided none of them.

The Point of Rocks proved to be an introduction to the more difficult Big Side Cut segment the party reached the following day. After an ordeal that took nearly a week, Randall concluded, echoing other traveler's sentiments, that when later asked the way across the mountains, he would answer "Take either road and before you are half way through you'll wish you had taken the other. It was hilly and rough; it was abominable . . ." Within two years, after discoveries of gold at Grasshopper Creek, Alder, and Last Chance gulches, the western segment had deteriorated to where it was suitable only for pack trains.<sup>11</sup>

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Captain Mullan left Montana Territory after the federal government terminated funding for the road in 1863. Tired of the road by that time anyway, Mullan went east, submitted his report to Congress, and got married. For unknown reasons, he resigned his commission in the US Army in July 1863 and went west with his new bride. They settled on a homestead near Walla Walla, Washington that he had acquired earlier in the decade. Mullan was a much better military officer and road builder than a rancher – he lost the homestead within a couple years. For a short time, he had a contract to deliver mail between California and Idaho, but went bankrupt in that endeavor. In 1867, he relocated to San Francisco and opened a law office, specializing in land law. Although not a successful rancher or postman, he prospered in his law practice. Eleven years later, he relocated his practice and his family to Washington, DC. On September 8, 1883, he was one of the honored guests at the Last Spike ceremony for the Northern Pacific Railway at Gold Creek, Montana. Mullan had played a significant role in the surveys utilized by the railroad in western Montana and northern Idaho. The railroad followed his advice that line not follow the route he had blazed for his road over the Bitterroots and had, instead, taken a much easier route over the mountains to the north. It did, however, follow much of his wagon road east of Missoula, over Mullan Pass to the Prickly Pear Valley. Mullan made two more trips west after the Last Spike, both over the Northern Pacific. In 1905, he suffered a stroke and retired from his law practice; he died in December 1909. Although historians have concluded that the Mullan Road was a failure because it didn't function in the way Mullan intended, others have concluded just the opposite. It may not have fulfilled his dream of facilitating travel and the settlement of the Pacific Northwest and northern Rockies as a whole, but portions of it did serve in that function and did accomplish Mullan's goal. Indeed, Mullan did realize his dream when he attended the Northern Pacific Railway's Last Spike ceremony in 1883. Today, Interstate 90 closely parallels the Mullan Road in western Montana and northern Idaho.<sup>12</sup>

After 1864, civilian freighters and emigrants extensively used the Fort Benton to Helena and Missoula sections of the Mullan Road, but the segment west of Missoula (where the Point of Rocks Historic Transportation Corridor is located) was, according to one historian, "no more than a pack trail." Although wagons infrequently traveled the rugged western section of the Mullan Road, it was perfectly suitable to mule and an occasional camel train. In the summer and fall of 1865 after gold was discovered on the Little and Big Blackfoot rivers, Frank H. Woody reported that the "was literally lined with men and animals on their way to the new El Dorado." While private individuals or companies "adopted" segments of the road between Fort Benton and Missoula and maintained them as toll facilities, there is no evidence that the segment west of Missoula was adopted by any early Montana entrepreneurs for use as a toll road. Its rough nature precluded its large-scale use by freight trains and confined its use primarily to pack animals. Eventually, the road's unsuitability as a commercial transportation route made it impossible for traders in Oregon to compete with the Utah companies active in Montana, thereby sealing the fate of the western 400 miles of the Mullan Road. Although 750 tons of pack train-borne freight reached Helena over the Mullan Road from the Columbia River in 1865, it was not profitable for Portland merchants and it sought alternate routes to the Montana mining camps by 1869. In 1872, the Montana territorial legislature declared the Mullan Road a public highway which disqualified it as a potential toll facility.<sup>13</sup>

General William Tecumseh Sherman inspected western Montana Territory hard on the heels of the Nez Perce Indians during the summer of 1877. After visiting Yellowstone National Park and Forts Ellis and Shaw, Sherman endeavored to travel to Walla Walla over the Mullan Road. He felt that it was in the best interests of the United States to develop a closer relationship between the people of Montana and the Pacific Northwest, particularly Oregon. Although he initially planned to traverse the road on horseback with a pack train, Sherman decided in early September 1877 to attempt the journey with wagons. His plan was to prove that the road still had potential as a major freight, emigrant and stagecoach route. Sherman was fully aware that the road west of Missoula was obstructed by fallen timber and wash-outs with none of the original

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bridges remaining. Although local residents were pessimistic about Sherman's plans, they were adamant that the road someday be re-opened with people encouraged to use it. Sherman looked forward to the next leg of his journey, boasting that the poor condition of the road west of Missoula would add "zest" to an already eventful journey.<sup>14</sup>

On September 5, 1877, Sherman, his Aide-de-Camp Colonel Orlando Metcalfe Poe and a 58-man military escort from the First Cavalry Regiment set out from Frenchtown for Walla Walla. The expedition included five wagons, six soldiers convalescing from wounds received at the Big Hole battle, two dozen axes, and a dozen picks and shovels. The first twelve miles on the road was relatively easy, but when they reached the Point of Rocks segment, the route became substantially more difficult. In a characteristic understatement, Sherman later optimistically reported that, with the exception of two heavy grades, the road was "plain, comparatively good, needing little repairs to make it practicable." Colonel Poe, however, disagreed. He wrote that beginning at the Point of Rocks segment the road was "very bad" as it ascended up the side of the mountain, forcing the soldiers to double-team the wagons. The descent was even worse as they then had to rope the wagons to trees adjacent to the road and lower them down the mountainside (Photo 27). After fifteen days of hard work, the expedition reached Walla Walla. Despite the abysmal condition of the Mullan Road west of Missoula, both Sherman and Poe were both convinced of the practicality of the road for light wagons and its importance in opening Montana Territory to trade from Oregon-based entrepreneurs. Eventually, in 1879, Sherman convinced the War Department to allocate \$20,000 for the repair of the Mullan Road. Two military detachments worked east from Coeur d'Alene and one worked west from Fort Missoula. The soldiers cleared the road sufficiently so that "lightly laden vehicles could once more negotiate this portion of the old trail." Unfortunately, the repairs to the western section failed to reinvigorate it as a major transportation route.<sup>15</sup>

Both General Sherman and Colonel Poe, a trained engineer, recognized the potential value of the road despite its neglected condition and the talent of its builder, John Mullan. On September 30, 1877, Poe wrote

Often, during that portion of the route, we remarked upon the pluck, the energy, the endurance, and the executive ability of Captain Mullan, who first made the road through the wilderness, and our admiration of the feat has not lessened by ascertaining from his report that it was done at a cost which amounted to only \$230,000 for the entire distance from Walla Walla to Fort Benton. Its inception was creditable, and its execution worthy of any man's ambition. That it did not wholly fulfill the anticipations of its projector does not detract in the least from the credit due him.

They also praised Mullan's foresight to sow grasses adjacent to the road to provide pasturage to people utilizing the trail. Both men felt that if it had not been for the Civil War, the road would have become a major thoroughfare between Missoula and eastern Washington.<sup>16</sup>

Missoula County maintained the Point of Rocks segment as a public thoroughfare until 1914 when it was taken over by newly created Mineral County. That same year, the Yellowstone Trail Association identified it as a component of its proposed coast-to-coast highway. An inter-connected series of county and state roads, the Yellowstone Trail was a 4,000-mile interstate "tourist" highway that connected Plymouth Rock, Massachusetts to Seattle, Washington. The Montana Highway Commission included the route as a component of the state's first federal-aid system in 1916. Mineral County bypassed the road in 1917 with the reconstruction of the highway on a different alignment on the opposite side of the Clark Fork. This segment continued to function as a postal route between Alberton and Cyr for a number of years afterwards.<sup>17</sup>

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In 1908, a Milwaukee Road Railroad sub-contractor realigned a 250-foot section of the Point of Rocks segment to avoid conflicts with the railroad's main line. Constructed by Winston Brothers of Milwaukee, Wisconsin through western Montana in 1908, engineers for the transcontinental railroad chose a route on the north side of the Clark Fork just below the old Mullan Road. The proposed route, however, conflicted with the Mullan Road at the point of Rocks segment. In order to maintain it as a county road, railroad construction crews had to bypass segments of the old road. Fortunately, the 1908 realignment preserved the bypassed sections of the old road in pristine condition. Like the Mullan Road, the realignment included black powder-blasted rock cuts and dry-laid fieldstone retaining walls, but maintained the general 14-foot width of the older route. The new segment may have been built by a sub-contractor working for Winston Brothers, the general contractor for the railroad from Butte to Avery, Idaho.<sup>18</sup>

Organized in 1874, the Chicago, Milwaukee, St. Paul & Pacific (Milwaukee Road) Railroad incorporated in Montana in 1905 when company chairman Roswell Miller decided to extend the line through the state to the Pacific Coast. Winston Brothers began construction of the line between Butte and Avery, Idaho in August 1908. The firm employed several subcontractors to provide supplies and construct bridges and tunnels along the route. Winston Brothers built different sections of the road concurrently with all segments connected at St. Regis in January 1909. To maintain a two percent grade, the railroad along the Clark Fork and St. Regis rivers required substantial cut and fill sections, three tunnels and several commanding steel bridges across rivers, streams, and ravines. When completed, the 80-mile segment between Alberton and St. Paul Pass was among the most scenic along the Milwaukee Road's entire westward extension.<sup>19</sup>

The Milwaukee initiated passenger traffic on its western extension in 1909. Two years later, in 1911, the railroad's famed *Olympian* and *Columbian* passenger trains began service on the line between Chicago and Seattle. After the section was electrified in 1914, it meant a much smoother and smoke-free ride than what the steam locomotives offered. Indeed, for a small fee, passengers on the *Olympian* could ride in an open observation car attached to the rear of the train. By far the ultimate in mid-20<sup>th</sup> century passenger trains was the Milwaukee's *Olympian Hiawatha*. Developed by Milwaukee Road engineers in the 1930s, the streamlined art deco-style steam locomotives were among the fastest in the world and the passenger cars were designed for comfort, incorporating the latest technology to make the rides smoother, quieter, and more comfortable than ever before. The distinctive maroon and gold color scheme of the *Hiawatha* was a common sight to local residents from 1947 to 1961 cruising through the rugged mountains of western Montana at speeds up to seventy miles per hour.<sup>20</sup>

Even after the county relocated the Yellowstone Trail to the south side of the Clark Fork, the Point of Rocks segment continued to function as a public road for local residents. Listed as a postal "star" route, the road provided a connection between Alberton and the tiny community of Cyr. In 1931, the federal Bureau of Public Roads (BPR) realigned U.S. Highway 10 to the north side of the river below the Mullan Road segment. In October, 1934, the BPR's Emergency Forest Highway Project FHEC-8-A6 reconstructed and paved a 9.85-mile segment of the highway between Alberton and Cyr. Beginning in 1932, Superior butcher shop proprietor Ross Moore leased a state-owned parcel adjacent to the old road. A native of Iowa, Moore came to Montana about 1931 and leased the state parcel to farm. He and his wife, Lily, raised strawberries and apples adjacent to the home site and sold them at a fruit stand located adjacent to Highway 10 at the existing location of the east bound parking area on I-90 across from the parcel. Before the August 2005 fire, wild strawberries still grew at the site and there are many stone-lined terraces and the remains of Moore's irrigation system still extant there. During World War II, Moore served on the Mineral County Draft Board. After his death in 1955, other

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individuals leased the property until 1963 when the Montana Highway Department began construction of Interstate 90. The department opened a gravel pit adjacent to West Mountain Creek Road in Sections 32 and 33, T15N, R23W, which terminated access to this section of the Star Route. The county abandoned the Point of Rocks Segment of the Mullan Road as a public road in 1963 when there was no longer access to it.<sup>21</sup>

The Milwaukee Road was the third and last transcontinental railroad to cross Montana. The railroad platted over thirty new towns along its line in Montana, including nearby Alberton in 1908. Named for railroad president, Albert J. Earling, Alberton was the division point for the Milwaukee's Missoula Division. In 1914, the railroad electrified the line between Harlowton and Avery, Idaho, making it one of the largest electrified railways in the United States. Established primarily to haul freight, the Milwaukee Road faced declining revenues throughout much of its history in Montana. Competition from the Northern Pacific and Great Northern railroads along with cyclical drought and two economic depressions forced the railroad into bankruptcy in 1925 and again in 1938. After a short boom during the Second World War, the railroad again found itself in dire economic trouble, finally abandoning its lines in Montana in 1980. Much of the line through Mineral County was absorbed by the Forest Service with other abandoned segments owned by state agencies and private individuals. In 1999, the Montana Department of Transportation (MDT), Montana Department of Natural Resources and Conservation, and Alberton area resident Chuck Mead completed a land trade that placed both the Mullan Road's Point of Rocks segment and this abandoned railroad segment under the ownership of the MDT. After the trade, the MDT installed two interpretive markers, produced a brochure about the segments, constructed a parking area, and initiated a weed control program for the extensive spotted knapweed at the site. A forest fire swept through the area in August 2005, destroying most of the large trees and much of the underbrush along the Mullan Road segment. The MDT contracted with the Stimson Lumber Company to remove the dead trees in the spring of 2006. The work was monitored to ensure that no intact segments of the Mullan Road or the Milwaukee Road bypass were adversely effected by the logging operation.<sup>22</sup>

## Conclusion

The Point of Rocks Historic Transportation Corridor is eligible for listing in the National Register of Historic Places under Criterion A. It includes the first engineered road in Montana, which was constructed to facilitate the movement of troops between the Pacific Northwest and the upper Missouri River. The road is associated with the western railroad surveys in the years prior to the American Civil War and is associated with the settlement of western Montana in the 1860s and 1870s. The Milwaukee Road Railroad was the last of three transcontinental lines to cross Montana. The railroad had a significant impact on the development of Mineral County and the state of Montana. Many of the towns located along its line owe their existence to the railroad. John Mullan was the primary mover behind the construction of the road – it was his idea to construct a road that would facilitate the settlement of the Pacific Northwest and it was largely through his efforts that Congress financed it. A trained civil engineer and surveyor, Mullan personally established the alignment of the road and supervised its construction and the improvements to it over the next three years. In addition, Mullan promoted his road and wrote a miners and travelers' guide for Argonauts who wanted to use it. Both the Mullan Road and railroad segments retain considerable integrity and are eligible for the National Register under Criterion C. For the most part, the original 1860 and 1861 Mullan alignments through the Point of Rocks segment are intact and construction features associated with them are still present along the segment. It also displays construction techniques that are common to wagon roads built in Montana during the early 1860s and also evidence of how those techniques are intact. Although the ties and tracks have been removed, the railroad grade is still on its original alignment with cut and fill sections still intact. Tunnel 18 was damaged in a conflagration in 2000, but the tunnel is still mostly intact and retains construction features from its original construction in 1908 and the 1934 rebuild. The transportation corridor exhibits the evolution of transportation in western

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Montana from its genesis as an Indian trail, to an engineered wagon road, and ending with the Milwaukee Road Railroad, the goal of John Mullan's efforts in the 1860s. Although not included in the nomination, segments of the Yellowstone Trail and US Highway 10 are visible from the Mullan Road as is Interstate 90, which parallels it.

## Endnotes

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5. W. Turrentine Jackson, *Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West, 1846 – 1869*, (Berkeley: University of California, 1952), 257-259, 260; John Mullan, *Report on the Construction of a Military Road*, 7a, 12a, 14a – 15a; Merrill G. Burlingame, *The Montana Frontier*, (Helena: State Publishing, 1942), 128-129; Carlos Arnaldo Schwantes, *Long Day's Journey: The Steamboat & Stagecoach Era in the Northern West*, (Seattle: University of Washington, 1999), 109, 144; Dan L. Thrapp, *Encyclopedia of Frontier Biography*, II (Spokane: Arthur H. Clark Co., 1988), 1032; Mullan, *Miners and Travelers Guide*, 17.
6. Jackson, *Wagon Roads West*, 261, 264; Burlingame, *The Montana Frontier*, 130; Margie E. Hahn, *In Retrospect: A History of Mineral County*. (Superior, Montana: Mineral Publishing Company, no date), 15; Mullan, *Report on the Construction of a Military Road*, 13, 18.
7. Jackson, *Wagon Roads West*, 265; Mullan, *Report of the Construction of a Military Road*, 22-23.
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9. Mullan, *Ibid*, 23, 26; Jackson, *Wagon Roads West*, 268; Burlingame, *The Montana Frontier*, 108.



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10. Mullan, *Report of the Construction of a Military Road*, 28; Jackson, *Wagon Roads West*, 267-268; Burlingame, *The Montana Frontier*, 131; Louis C. Coleman, *Captain John Mullan: His Life Building the Mullan Road*, Compiled by B.S. Payette (Montreal, Canada: Payette Radio Limited, 1968), np; Oviatt, "The Movement for a Northern Trail," 130.
11. Hewitt, *Across the Plains*, 12, 380, 393-394; Oviatt, "The Movement for a Northern Trail," 137.
12. Mullan, *Report on the Construction of a Military Road*, 5a, 9a, 20a; Thrapp, *Encyclopedia of Frontier Biography II*, 1032; John Mullan, *Miners and Travelers' Guide*, (Fairfield, WA: Ye Galleon Press, nd), 5, 8, 9.
13. Mullan, *Report of the Construction of a Military Road*, 18a; Jackson, *Wagon Roads West*, 273; Burlingame, *The Montana Frontier*, 131, 246, 264; Michael Malone, Richard Roeder, and William Lang, *Montana: A History of Two Centuries*, Rev. ed., (Seattle: University of Washington, 1991), 72; Ellen Baumler, "When Camels Came to Montana," *Montana The Magazine of Western History*, 50:2, (Summer, 2000), 69; Schwantes, *Long Day's Journey*, 173; "Oviatt, 'The Movement for a Northern Trail,'" 141, 143; "A Sketch by Judge Frank H. Moody," in *Contributions to the Historical Society of Montana*, volume II (Boston: J. S. Canner, 1966), 232- 233.
14. Robert G. Athearn, "General Sherman and the Montana Frontier," *Montana The Magazine of Western History*, 3:1 (Winter, 1953), 61-63; *Reports of Inspection Made in the Summer of 1877 by Generals P. H. Sheridan and W. T. Sherman of the Country North of the Union Pacific Railroad*, (Washington, DC: Government Printing Office, 1878), 41, 45, 47.
15. *Reports of the Inspection Made in the Summer of 1877*, 45-46, 59, 90, 98; Mullan, *Report of the Construction of a Military Road*, 18a; Oviatt, "The Movement for a Northern Trail," 155-156.
16. *Reports of the Inspection Made in the Summer of 1877*, 97-98.
17. Jon Axline, *Conveniences Sorely Needed: Montana's Historic Highway Bridges, 1860 – 1956*, (Helena: Montana Historical Society, 2005), 64-65; Roberta Carkeek Cheney, *Names on the Face of Montana: The Story of Montana's Place Names*, (Missoula: Mountain Press, 1990), 186; Marilyn Wyss, *Roads to Romance: The Origin and Development of Montana's Road and Trail System*, (Helena: Montana Department of Transportation, 1993), 13; "Alberton Road Given Sanction," *The Mineral County Press*, March 8, 1917; "Road to be Built," *The Mineral County Press*, November 15, 1917.
18. Chuck Mead, conversation with author, November, 1995; Steve McCarter, *Guide to the Milwaukee Road in Montana*, (Helena: Montana Historical Society, 1992), 8, 11.
19. McCarter, *Guide to the Milwaukee Road*, 11; August Derleth, *The Milwaukee Road: Its First Hundred Years*, (Iowa City: University of Iowa Press, 2002), 185; Chuck Mead, comp., *Mineral County History*, (Superior: Mineral County Historical Society, 20054), 55.
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21. Final Construction Report (1934-1935) on Yellowstone Trail Forest Highway project: FHEC-8-A6, M2, Alberton –

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22. McCarter, *Guide to the Milwaukee Road*, 23, 25, 27-28, 71; Derleth, *Milwaukee Road*, 190-191.

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**Point A/Photo 1. Entrance to Point of Rocks Segment of the Mullan Road. View looking southwest.**



**Photo 2. View looking southwest**

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**Photo 3. View looking west.**



**Photo 4. View looking northeast back along the road toward the Point A.**



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**Photo 5. View looking southwest at Ross Moore Home Site (24MN266).**



**Photo 6. View looking southeast toward first rock declivity.**



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**Photo 7. First rock declivity. View to southeast.**



**Photo 8. View to south-southwest.**

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**Photo 9. View to the west.**



**Photo 10. Mullan-built rock retaining wall. View to the northwest.**

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**Photo 11. Mullan Road segment. View to the northwest.**



**Photo 12. Mullan-built rock retaining wall. View to the west.**



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**Photo 13. Milwaukee Road Railroad-built segment. View to the southeast.**



**Photo 14. Milwaukee Road Railroad-built segment through rock declivity. View to west.**

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**Photo 15. Milwaukee Road Railroad-built segment through rock declivity. View to the west.**

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**Photo 16. Milwaukee Road Railroad-built segment. Retaining wall (Photo 17) in background. View to southwest.**



**Photo 17. Mullan-built rock cut. View to east.**



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**Photo 19. Mullan-built segment. View to the south-southeast.**



**Photo 18. Mullan-built rock cut. View to the west.**

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**Photo 20. Mullan-built segment. View to the southeast.**



**Photo 33. Milwaukee Road Railroad grade. View to southwest. MDT interpretive marker in middle ground.**



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**Photo 35. Milwaukee Road Railroad grade. View to the northeast.**



**Photo 34. Milwaukee Road Railroad grade. View to the northeast.**

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**Photo 37. Milwaukee Road Railroad grade. View to the southwest from Point A.**



**Photo 36. Milwaukee Road Railroad grade. View to the northeast.**

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**Photo 29. West portal of Tunnel No. 18 on the Milwaukee Road Railroad grade. View to the east.**



**Photo 32. East portal of Tunnel No. 18 on the Milwaukee Road Railroad grade. View to the west.**



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**Photo 31. East portal of Tunnel No. 18 on the Milwaukee Road Railroad grade. View to the west.**



**Photo 30. Historic photo of west portal of Tunnel No. 18 on the Milwaukee Road Railroad grade. Photo circa 1914.**